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APPENDIX II.

TABLES RELATING TO RAILROADS IN MISSOURI.

EXPLANATORY NOTE.

THE tables are compiled from the reports of the Board of Public Works, and from communications made to the legislature by the different companies. These reports and communications are found in the appendices of the *House* and *Senate Journals* for the period covered by the tables. The amounts in the columns are the totals to date unless otherwise stated. A blank means that the number in the preceding column is repeated.

For footnotes to tables see pages 140-144.

TABLE I.

PACIFIC RAILROAD.

	1852 (Dec. 1.)	1854 (Nov. 30.)	1855 (Nov. 10.)	1856 (Nov. 30.)	1857 (Oct. 1.)	1858 ¹² (Nov. 30.)	1859 (Sept. 30.)	1860 (Sept. 30.)	1863 (Jan. 1.)	1867 (Nov. 30.)
State bonds authorized.....	\$3,000,000	.....	.....	\$6,000,000	\$7,000,000	.....	.....	.....	.....	.....
County subscriptions.....	1,280,000	\$2,370,000 ¹	.....	.....	2,520,000	.....	.....	.....	.....	.....
City subscriptions.....	150,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....
Individual subscriptions.....	not given.	.....	\$ 864,400	.....	784,000	.....	.....	.....	.....	.....
Total subscriptions.....	2,714,700	3,733,000	3,734,400	3,764,400	3,804,400	.....	.....	\$3,869,400	\$3,961,539	\$ 3,635,346
Total subscriptions paid.....	512,000	1,866,292	2,803,092	3,044,407	3,130,486	.....	\$3,186,011	3,199,602	3,490,915	3,600,115 ²²
State bonds issued.....	500,000	2,000,000	3,000,000	4,700,000	6,380,000	\$6,780,000	7,000,000	.....	.....	.....
Discount on bonds sold.....	.....	57,618 ²	.....	none.	291,954	753,593	706,548 ¹⁵	.....	.....	.....
(acres)										
Congressional land grants.....	127,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Land sales.....	.....	1,024	1,263	2,351	.....	3,373 ¹³	131,860 ¹⁶	.....	.....	.....
Funded debt.....	\$ 500,000	2,438,000	.....	.....	6,394,000	6,803,000	7,000,000	.....	.....	11,033,614
Floating debt.....	13,713	582,298	879,524	none.	1,198,963	476,850	not given.	.....	6,924	3,349,818 ²³
Annual interest to state.....	3,200	70,308	121,200	282,000	382,800	406,800	413,400	420,000 ¹⁸	.....	.....
Total interest, discount, and exchange charges.....	18,969	275,980	420,458	1,289,629	1,326,109	1,961,400	1,910,070	1,927,204	1,997,544	.....
Cost of road per mile.....	.....	43,347	.....	40,281	.....	.....	43,786	.....	2,315	.....
Cost of rolling stock per mile.....	.....	5,279	.....	3,890	.....	.....	3,680	.....	3,357	.....
Total.....	.....	48,626	.....	44,171	.....	.....	47,466 ¹⁷	.....	45,672 ²¹	.....
Total expenditures.....	1,000,090	4,329,921 ³	6,569,240 ⁵	6,139,661	9,717,680 ¹⁰	10,033,823	10,240,000	.....	10,578,458	14,383,443
Annual receipts for transport'n.....	.....	85,042	124,500	.....	435,458	630,511	524,151	672,181	.....	2,807,942
Annual expenses for transport'n.....	.....	61,545	102,017	.....	222,671	348,424	295,141	368,553	.....	1,957,242
Net proceeds.....	.....	23,496	22,483	.....	212,787 ¹¹	288,086	229,010	303,628	.....	850,779
Per cent. of same on investm't.....	.....	1½ ⁴	.....	.....	3.2+ ¹²	3.8+ ¹⁴	2.	3.2	.....	5.2 ²⁵

TABLE II.

SOUTHWEST BRANCH OF THE PACIFIC RAILROAD.

	1856 (November 30.)	1857 (October 1.)	1858 (November 1.)	1859 (October 1.)	1860 (September 30.)	1863 (January 1.)
Bonds to be guaranteed by the state .	\$3,000,000	\$4,500,000	.....	.....	.....	.....
County subscriptions.....	325,000 ¹	.....	.....	.....	.....	.....
Individual subscriptions.....	44,400	31,000	.....	.....	.....	.....
Total subscriptions.....	396,400	356,000	.....	.....	.....	.....
Total subscriptions paid.....	49,623	66,973	.....	.....	\$ 68,413	\$ 70,513
Bonds guaranteed.....	200,000	700,000	\$1,968,000 ³	\$2,200,000 ⁴	4,100,000	4,503,000
Discount on bonds sold.....	.....	38,900	not given.	310,987 ⁵	611,274	.....
Congressional land grant.....	(acres) 1,040,000	.....	.....	.....	.....	.....
Land sales.....	483 ²	.....	.....	.....	(acres) 7,111 ⁷	.....
Funded debt.....	\$ 234,650	469,000	1,273,000	2,200,000	\$4,100,000	.....
Floating debt.....	.....	.....	not given.	.....	.....	.....
Annual interest due to the state.....	.....	9,170	23,040	141,320	..... ⁸	.....
Total interest, discount, and exchange charges.....	.....	not given.	409,736	534,380	.....	1,592,405
Cost of road.....	.....	.....	.....	.....	.....	.....
Cost of rolling stock.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	49,356 ⁹	.....
Total expenditures.....	369,475	748,606	1,442,710	2,304,916	3,900,450	4,319,309
Annual receipts for transportation.....	.....	.....	.....	10,098	42,742	..... ¹⁰
Annual expenses for transportation ..	.....	.....	.....	13,749 ⁶	45,052	.....
Net proceeds.....	.....	.....	.....	.....	(def.) 2,910	.....
Per cent. of same on investment.....	.....	.....	.....	.....	.....	.....

TABLE III.

HANNIBAL AND ST. JOSEPH RAILROAD.

	1855 (Sept. 30.)	1856 (Nov. 3.)	1857 (Oct. 1.)	1858 (Nov. 1.)	1859 (Oct. 1.)	1860 (Oct. 1.)	1863 (Jan. 1.)	1867 ¹¹
State bonds authorized.....	\$1,500,000	\$3,000,000	.....	.....	.....	.....	.....	.....
County subscriptions.....	227,400	.....	.....	.....	.....	.....	.....	.....
City subscriptions.....	50,000	canceled	.....	.....	.....	.....	.....	.....
Individual subscriptions.....	1,125,300	.....	.....	.....	.....	.....	.....	.....
Total subscriptions.....	1,402,700 ¹	1,393,800 ²	.....	.....	\$1,924,900	\$1,900,000 ⁷	.....	.....
Total subscriptions paid.....	292,315	456,733	\$ 577,486	\$1,083,061	1,144,657	1,782,886	\$1,783,025	.....
State bonds issued.....	580,000	2,000,000	3,000,000	.....	.....	.....	.....	.....
Discount on bonds sold.....	3,330	41,025	127,183	567,301	.....	.....	.....	.....
		(acres)			(acres)			
Congressional land grant.....	.....	600,699	.....	.....	601,329 ⁴	.....	.....	.....
Land sales.....	.....	.....	.....	.....	.....	(acres)	.....	.....
Funded debt.....	580,000	\$2,470,000	4,090,000	8,447,000 ³	14,131 ⁵	33,187 ⁸	.....	\$8,695,850
Floating debt.....	17,000	86,921	not given	none	.....	\$220,356	27,382	.....
Annual interest to state.....	.....	43,200	68,400	180,000	.....	.....	.....	.....
Total interest, discount, and ex- change charges.....	.....	520,370	1,251,317	2,006,260	.....	5,020,105	.....	.....
Cost of road, per mile.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost of rolling stock, per mile.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	\$ 28,943 ⁶	58,129 ⁹	57,111 ¹⁰	.....
Total expenditures.....	.....	2,388,043	5,190,527	7,165,892	7,819,008	12,815,616	.....	.....
Annual receipts for transportation..	.....	.....	.....	.....	603,705	990,907	645,562	.....
Annual expenses for transportation..	.....	.....	.....	.....	270,323	483,973	610,213	.....
Net proceeds.....	.....	.....	.....	.....	333,382	512,934	35,341	.....
Per cent. of same on investment....	.....	.....	.....	.....	4.2 on total cost	4. on total cost	(cir.) ¼.	.....

TABLE IV.
NORTH MISSOURI RAILROAD.

	1855	1856 (Nov. 30.)	1857 (Sept. 30.)	1858 (Nov. 30.)	1859 (Sept. 30.)	1860 (Nov. 1.)	1863 (Nov. 2.)	1864 (Dec.)	1866 ⁹
State bonds authorized.....	\$2,000,000	\$4,000,000	\$5,500,000	.....	.....	.....	.....	.....	.....
County subscriptions	1,075,000	1,825,000	.....	.....	\$1,787,000 ⁵	.....	.....	.....	.....
City subscriptions	500,000	.....	.....	.....	.....	.....	.....	.....	.....
Individual subscriptions.....	571,000	.....	279,300	\$ 295,100	307,500	.....	.....	.....	.....
Total subscriptions.....	2,146,000	.....	2,604,800	2,620,100	2,594,500	.....	.....	.....	.....
Total subscriptions paid.....	1,178,356	1,850,000	2,125,401	2,290,750	2,412,959	\$2,423,736	\$2,582,100	.....	.....
Bonds issued to the company.....	600,000	1,240,000	3,159,000	3,350,000	4,350,000	.....	2,459,207	.....	\$2,469,500
Discount on bonds sold	7,942	.....	229,955 ³	461,834	464,170	650,470	.....	.....	.....
Funded debt.....	416,000	.....	1,954,000	.....	.....	.....	.....	.....	.....
Floating debt.....	.....	297,389	.....	.....	96,192	93,796	96,495	.....	4,350,000
Annual interest due to state.....	24,960	.....	117,240	199,500	261,000 ⁶	.....	.....	.....	.....
Total interest, discount, and ex- change charges	49,148	167,892	533,356	1,262,059	1,280,075	.....	1,293,138	.....	.....
Cost of road, per mile .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost of rolling stock, per mile.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total cost, per mile .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total expenditures.....	1,093,336	2,610,483	3,824,218	5,632,521	5,866,677	6,444,672	41,744	\$7,456,744	7,748,000
Annual receipts for transportation..	5,165	.....	.....	270,379	515,777 ⁷	400,008	751,496	911,286	820,087 ¹⁰
Annual expenses for transportation..	2,489	.....	.....	295,850	515,777	303,276	509,991	625,887	547,203
Net proceeds.....	2,676 ¹	.....	.....	19,476 ⁴	.....	96,732	241,505 ⁸	285,399	272,884
Per cent. on investment	5.2	.....	.....	.....	.....	(cir.) 1½	2—	(cir.) 4	3.5

TABLE V.

ST. LOUIS AND IRON MOUNTAIN RAILROAD.

	1855 (Oct. 24.)	1857 (Sept. 30.)	1858 (Nov. 30.)	1859 (Oct. 1.)	1860 (Dec. 1.)	1863 (January 1.)	1863 (October 1.)	1865 (Dec. 31.)
State bonds authorized.....	\$1,500,000	\$3,600,000	.....	.....	.....⁸	.....	.....	.....
County subscriptions.....	575,000	1,075,000	.....	.....	.....	.....	.....	.....
City subscriptions.....	550,000	.....	.....	.....	\$ 555,000	.....	.....	.....
Individual subscriptions.....	368,300 ⁴	374,300	.....	.....	407,600	.....	.....	.....
Total subscriptions.....	1,493,300	1,999,300	.....	.....	2,037,600	.....	.....	.....
Total subscriptions paid.....	1,110,515	not given	.....	\$1,026,000	1,970,937	\$1,971,127	.....	.....
Bonds issued to the company.....	400,000	2,600,000	\$3,276,000	3,501,000	.....	.....	.....	.....
Bonds sold by the company.....	250,000	2,145,000	3,276,000	3,501,000 ⁵	.....	.....	.....	.....
Discount at which sold.....	50	343,382 ²	598,547	638,407	.....	.....	.....	.....
Funded debt.....	250,000	2,600,000	3,276,000	3,501,000	.....	.....	.....	.....
Floating debt.....	62,640	378,079	171,103	87,814	43,261	22,767	\$ 21,374	.....
Total interest, discount, and exchange charges.....	.....	644,699	1,154,313	1,214,657	1,225,868	.....	1,420,694	.....
Annual interest due to state.....	.....	78,000	196,560 ³	210,060	.....	.....⁹	.....¹¹	.....
Cost of road per mile.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost of rolling stock per mile.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	56,171 ⁶	.....	.....	.....	.....
Total expenditures.....	759,123	3,353,646	5,200,058	5,392,377 ⁷	5,521,097	5,700,456	5,760,316	.....
Annual receipts for transportation.....	.....	.....	132,660 ⁴	203,865	276,931	507,990	420,911	\$ 366,272
Annual expenses for transportation.....	.....	.....	.....	181,342	206,914	557,752	259,688	167,672
Net proceeds.....	.....	.....	.....	22,522	70,016	(def.) 49,761 ¹⁰	161,223 ¹²	199,600 ¹³
Per cent. on investment.....	.....	.....	.....	(cir.) $\frac{3}{8}$	(cir.) 1 $\frac{1}{8}$	.....	2.8	3.2

TABLE VI.
CAIRO AND FULTON RAILROAD.

	1857. (Oct. 20.)	1858. (Dec. 1.)	1859. (Oct. 1.)	1861. (Jan.)
State bonds authorized.....	\$650,000	.....	.....	.....³
County subscriptions.....	419,500 ¹	\$459,675	.....	.....
Individual subscriptions.....	842,275	.....	.....	.....
Total subscriptions.....	1,261,775	.....	.....	.....
Total subscriptions paid.....	415,918	464,593	\$504,663	.....
Bonds issued to the company.....	180,000	250,000	650,000	.....
Discount on bonds sold.....	20,000	32,172	110,030	.....
	(acres)			
Congressional land grants.....	56,007	.....	.....	.....
	(acres)	(acres)		
County land grants.....	370,820	514,500	.....	.....
Land sales.....	.....	.....	.....	.....
Funded debt.....	\$180,000 ²	.....	.....	.....
Floating debt.....	4,000	\$8,000	none	.....
Annual interest due to state.....	.....	15,000	39,000	.....
Total interest, discount, and exchange charges.....	20,000	34,313	138,810	.....
Total expenditures.....	.....	420,366	842,673	.....

TABLE VII.
PLATTE COUNTY RAILROAD.

	1859. (Oct. 15.)	1856. (Nov. 30.)	1863. (Jan. 1.)
State bonds authorized.....	\$700,000	.....	.....
County subscriptions.....	.....	\$175,000	.....
Individual subscriptions.....	1,255,800	.....	.....
Total subscriptions.....	.....	.....	.....
Total subscriptions paid.....	151,150	766,875	809,125
Bonds issued.....	150,000	700,000	.....
Discount on bonds sold.....	none	none	.....
Funded debt.....	150,000	.....	.....
Floating debt.....	187,412	28,981	.....
Annual interest due the state.....	.....	42,000	.....¹
Total interest, discount, and exchange charges.....	not given	not given	.....
Cost of road per mile.....	.....	.....	.....
Cost of rolling stock per mile.....	.....	.....	.....
Total.....	(cir.) 25,000	.....	.....
Total expenditures.....	251,190	1,445,159	1,657,393
Annual receipts for transportation.....	.....	.....	.....
Annual expenses for transportation.....	.....	.....	.....
Per cent. on investment.....	.....	.....	.....

¹This company defaulted in the payment of interest due the state, July 1, 1861.

REFERENCE NOTES TO TABLES.

TABLE I.

¹ Of this amount, \$795,000 was cash; the remainder was bonds.

² Premium instead of discount.

³ Exclusive of transportation expenses.

⁴ That is, one and one-half per cent. on the cost (\$1,799,713) of the first division (thirty-seven miles). This includes a ballasted roadbed, fenced, and protected by cattle-guards.

⁵ This amount includes all the expenses on the Southwest Branch to date, and the expenses for the survey of the Iron Mountain Road.

⁶ Premium and discount balance.

⁷ The floating debt, March 10, 1856, was \$1,337,828.

⁸ This amount covers the cash cost of the line to Jefferson City only. It includes rolling stock, depots, water stations, ballasting, fencing, tools and machinery, and land damages. In the report of the following year, this amount was increased to \$6,577,266. This would make the cost per mile a little more than \$44,171. In 1858 the total cost to Jefferson City was put at \$7,542,353.

⁹ See note 8 above.

¹⁰ This includes all interest, discount, and exchange charges, \$10,397 of which was on account of the Southwest Branch.

¹¹ On the cash cost to Jefferson City. The earnings given being for only seven months (ending September 30, 1857), the annual rate would be 5.12 per cent.

¹² After 1858, all figures pertaining to the Southwest Branch are omitted. For these, see Table II.

¹³ Number of acres, 1224.9.

¹⁴ On the cost to Jefferson City; see also note 8 above.

¹⁵ Net discount.

¹⁶ Number of acres, 87,274.

¹⁷ From St. Louis to Syracuse.

¹⁸ The state paid the interest due by the company, January 1, 1860.

¹⁹ This includes:

	Per Mile
Cash cost of grading, masonry, superstructure, ballasting, and bridges	\$37,127.37
Cash cost of right of way and real estate	2,121.80
Cash cost of fences and protection	901.97
Cash cost of buildings and machinery	1,965.58
Cash cost of telegraph line	35.93
Cash cost of engineering and agencies	1,695.00
Total	\$43,847.65

This is the net cost of the road, per mile, from St. Louis to Otterville, 176 miles.

The gross cost was \$53,700 per mile.

²⁰ On the cost to Otterville; see also note 19 above.

²¹ Net cost to Sedalia, 189 miles from St. Louis; the gross cost is \$55,970.

²² Of this stock

St. Louis county held	-	-	-	-	-	-	-	\$1,104,000
St. Louis city	-	-	-	-	-	-	-	500,000
Johnston county	-	-	-	-	-	-	-	150,000
Jackson county	-	-	-	-	-	-	-	275,000
Morgan county	-	-	-	-	-	-	-	17,754
Moniteau county	-	-	-	-	-	-	-	69,500
Henry county	-	-	-	-	-	-	-	7,600
Pettis county	-	-	-	-	-	-	-	102,400
Cass county	-	-	-	-	-	-	-	1,500
Individuals	-	-	-	-	-	-	-	1,381,361
Total	-	-	-	-	-	-	-	\$3,609,115

Cf. Appendix to *House and Senate Journals* (1868), p. 221.

²³ The interest due by the company to the state was \$3,780,000.

²⁴ No records are to be found showing exactly what the total expenditures of the company were, upon the completion of the road. Therefore it cannot be said exactly what the average cost per mile of the whole line was. The average cost west of Sedalia would naturally fall below the average cost east of this place. The funded debt and other liabilities of the road, at the time of its completion, were \$14,383,493. This would give an average cost of \$50,821 per mile for the whole road (283 miles).

²⁵ On the *entire debt* of the company.

TABLE II.

¹ Subscription by

Greene county	-	-	-	-	-	-	-	\$100,000
Newton county	-	-	-	-	-	-	-	50,000
Lawrence county	-	-	-	-	-	-	-	50,000
Laclede county	-	-	-	-	-	-	-	30,000
Jasper county	-	-	-	-	-	-	-	25,000
Dade county	-	-	-	-	-	-	-	20,000
Dallas county	-	-	-	-	-	-	-	20,000
Polk county	-	-	-	-	-	-	-	20,000
Barry county	-	-	-	-	-	-	-	10,000
								\$325,000
Individuals	-	-	-	-	-	-	-	44,400
Contractors	-	-	-	-	-	-	-	100,000
								\$469,400

House Journal (Regular Session, 1855), Appendix, p. 49.

² The purchase price was \$1,209.50.

³ Of this amount \$1,268,000 were "direct" bonds of the state. The remainder were the bonds of the company "guaranteed" by the state. The first bore 6, and the last 7 per cent. interest.

⁴ \$200,000 additional sevens had been guaranteed by the state.

⁵ *Senate Journal* (Adjourned Session, 1858-9), Appendix, p. 79.

⁶ For nine and one-third months, ending September 30, 1859.

⁷ This brought \$17,777.95.

⁸ Road defaulted in the payment of interest, July 1, 1861.

⁹ This is the average cost of seventy-seven miles of road then completed, December 22, 1860. There is only a very small amount of rolling stock included; all other items of railway construction are included.

¹⁰ Assuming the difference between the total expenditures for this period and for 1860 to be equal to the cost of grading west of Rolla, we would have the cost per mile of road the same as in 1860. A table given in a regular report of the company, however, put the cost of the road to Rolla (stated in the report to be seventy-six miles) as follows:

Cash cost of road per mile	-	-	-	-	-	-	\$33,959
Interest, discount, exchange, and commission	-	-	-	-	-	-	20,953
Rolling stock	-	-	-	-	-	-	1,507
Land-grant expenses	-	-	-	-	-	-	414
Total	-	-	-	-	-	-	\$56,833

TABLE III.

¹ Subscriptions:

1. By counties

Marion	-	-	-	-	-	-	\$100,000
Livingston	-	-	-	-	-	-	26,000
Buchanan	-	-	-	-	-	-	100,000
Daviess	-	-	-	-	-	-	1,000

2. By the city of Hannibal - - - - - 50,000

3. By individuals in

Shelby county	-	-	-	-	-	-	4,000
Macon county	-	-	-	-	-	-	8,400
Linn county	-	-	-	-	-	-	8,300
Livingston county	-	-	-	-	-	-	17,300
Caldwell county	-	-	-	-	-	-	5,900
Grundy county	-	-	-	-	-	-	1,400
Daviess county	-	-	-	-	-	-	3,100
De Kalb county	-	-	-	-	-	-	300
Clinton county	-	-	-	-	-	-	2,500
Buchanan county	-	-	-	-	-	-	29,500
Boston and New York cities	-	-	-	-	-	-	1,000,000
By J. Duff & Co.	-	-	-	-	-	-	27,800

² The whole of the subscription to the stock was \$2,551,280. From this is to be deducted the amount of stock canceled by a resolution of the Board of Directors, as follows:

Individual stock	-	-	-	-	-	-	\$1,000,000
City of Hannibal	-	-	-	-	-	-	60,000
County of Livingston	-	-	-	-	-	-	31,680
Delinquent	-	-	-	-	-	-	65,800
							<hr/>
Leaving	-	-	-	-	-	-	\$1,157,480
³ This includes bonds sold:							1,393,800
State bonds	-	-	-	-	-	-	\$3,000,000
Land bonds of the company	-	-	-	-	-	-	5,000,000
Convertible	-	-	-	-	-	-	447,000
							<hr/>
Total	-	-	-	-	-	-	\$8,447,000

⁴ Former amount corrected.

⁵ For \$144,707.

⁶ Cash cost October 1, 1859, for whole line (208 miles), \$6,030,317.82.

⁷ Smaller than in 1859 because of delinquencies.

⁸ For \$352,188.40.

⁹ This includes cost of rolling stock, interest, discount, and exchange charges, in addition to the ordinary expenses of construction. The cash cost was \$28,447.

¹⁰ As estimated at this date.

¹¹ During the war and just after its close no full reports were made.

TABLE IV.

¹ For the short period from August 20 to September 30, 1855.

² Not given separately.

³ All of this discount was sustained by 1250 bonds, 704 bonds selling at par. The lowest price, 67½ cents, for the bonds of this road, was reached September 30, 1857.—*House Journal* (Adjourned Session, 1857), pp. 48-49.

⁴ Deficit \$19,476. These figures include all expenses for transportation, from the beginning up to date.

⁵ Smaller than formerly because of delinquencies.

⁶ Defaulted in the payment of interest, January 1, 1859.

⁷ Total to date.

⁸ These sums extend over twenty-five months immediately preceding November 1863.

⁹ See *Senate Journal* (1867), Appendix, p. 881.

¹⁰ The whole expenses given were \$752,826, but \$205,083 was for keeping up the roadway, and therefore not strictly chargeable to running expenses.—*Ibid.*

TABLE V.

¹ Made up as follows:

Private subscriptions in counties	-	-	-	-	\$243,300
Madison Iron and Mining Company, cash	-	-	-	-	50,000
American Iron Mountain Company, cash	-	-	-	-	50,000
American Iron Mountain Company, bonds	-	-	-	-	25,000
					<hr/>
Total	-	-	-	-	\$368,300

² The lowest price reached was 69¾ cents.

³ Defaulted in the payment of interest, July 1, 1858.

⁴ For eleven months prior to Nov. 30, 1858, expenses are not given.

⁵ This does not include county bonds.

⁶ This was the gross cost of the road per mile. The length of the road is, in all, 96 miles; main line, 86.5; switches and branch, 9.5 miles. The cash cost was \$43,517 per mile.

⁷ This sum includes the cost of the Potosi Branch. The sum for 1858 does not.

⁸ Of the state grant, \$99,000 was forfeited because the road defaulted in the payment of interest.

⁹ Total to date, \$931,770.

¹⁰ For a period of twenty-five months immediately preceding January 1, 1863.

¹¹ The company paid \$40,000 interest this year.

¹² The earnings of this company are given for calendar years as follows:

			Gross Earnings	Expenses	Net Earnings
1859 (11 months)	-	-	\$222,574	\$167,659	\$54,915
1860	-	-	235,291	175,853	59,437
1861	-	-	212,945	145,922	67,023
1862	-	-	253,232	187,976	65,258
1863	-	-	420,911	259,688	161,223

House Journal (Adjourned Session, 1863-4), part ii., pp. 750-752. N. B.—These figures do not correspond to those in the table, being strictly for calendar years, while the others are not.

¹³ Cf. *Senate Journal* (1867), Appendix, p. 880. The figures on this page, however, are general estimates and are therefore not meant to be technically exact.

TABLE VI.

¹ The following subscriptions were made by counties to be paid in lands at \$1 per acre:

By Stoddard County	-	-	-	-	\$150,000
By Butler County	-	-	-	-	100,000
By Dunklin County	-	-	-	-	100,000
By Scott County	-	-	-	-	50,000
By Ripley County	-	-	-	-	19,500
					<u>\$419,500</u>

² Since this item is not generally given, only the amount of state bonds issued to the company is included.

³ This column is essentially the same as that of 1859. Nothing reliable is to be found later.